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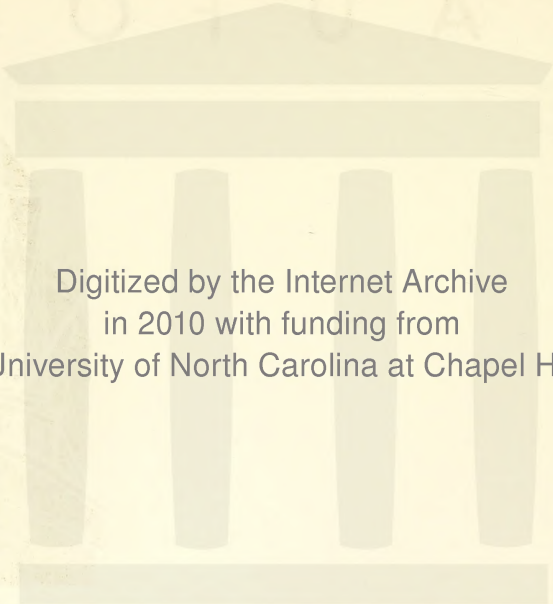


LAND USE SURVEY • LAND USE PLAN • POPULATION & ECONOMY

B E A U F O R T



LAND USE SURVEY • LAND USE PLAN • POPULATION & ECONOMY



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Prepared for the Town of Beaufort

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The preparation of this report was financially aided through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

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I. LAND USE SURVEY

HISTORY

The Town of Beaufort was founded in 1709 and incorporated in 1722. When first settled, it was called Fish Town. Its name was changed in 1723 to Beaufort in honor of the Earl of Beaufort. Beaufort is the third oldest town in North Carolina, and it originally contained two hundred acres. The historian, V. E. Wheeler, states that the last fighting with the Indians in the Beaufort area took place in 1712.

The early settlers came to this area from England. They were financed by private colonial trading organizations which invested their funds in the expanding British Empire. Fishing, clamming, oystering, crabbing, and scalloping were depended upon as means of support. Most of the farms were small and grew corn, potatoes and other vegetables. Practically everyone had cattle, hogs, and horses for their own use and to sell.

During this early period, the Church of England constructed a building on the site of the old cemetery at Ann and Craven Streets. This church has been described as small and old-fashioned with immense stone pillars such as those used under all the early buildings. Benches were backless and arranged so that women and men sat separately. After the Revolutionary War, the Church of England stopped functioning, and the Methodists appropriated the building. In 1812, troops were housed in this church while barracks were being constructed. In 1820, the Methodists built their own church, and the old church building was turned over to the Purvis AME Church in 1854 after the construction of what is now known as the Ann Street Methodist Church.

Roads were so bad in the early days before the railroad that boats were the only sure way of reaching one's destination. The townspeople's main contact with the outer world was by freight, passenger and mail boats from New Bern and other coastal towns, and the ports of the West Indies. By 1858 there was a stagecoach route from New Bern to Morehead City. In 1907 the Morehead City-Beaufort Railroad Bridge was completed, and the ensuing celebration attracted over 10,000 people to welcome the first train.

During this early period, many stately homes were built, some of which are still standing and in active use. Some of these early homes include the Alonza Thomas House, built in 1722, on the corner of Front and Orange Streets; the Buckman House on the west end of Ann Street; the J. F. Duncan House at 221 Front Street; the Hatsell House on Orange Street; the Hammock House, on Hammock Lane off Fulford Street; and the Laughing-house Home on the corner of Ann and Turner Streets. The Hammock House in the early days was a landmark for navigators and was also the location of a ship's chandler.

These homes were built with money made from selling rum and sugar from the West Indies and from shipping wood, pine tar, and tobacco to Europe. Pictures of these homes are frequently featured as examples of early North Carolina architecture.

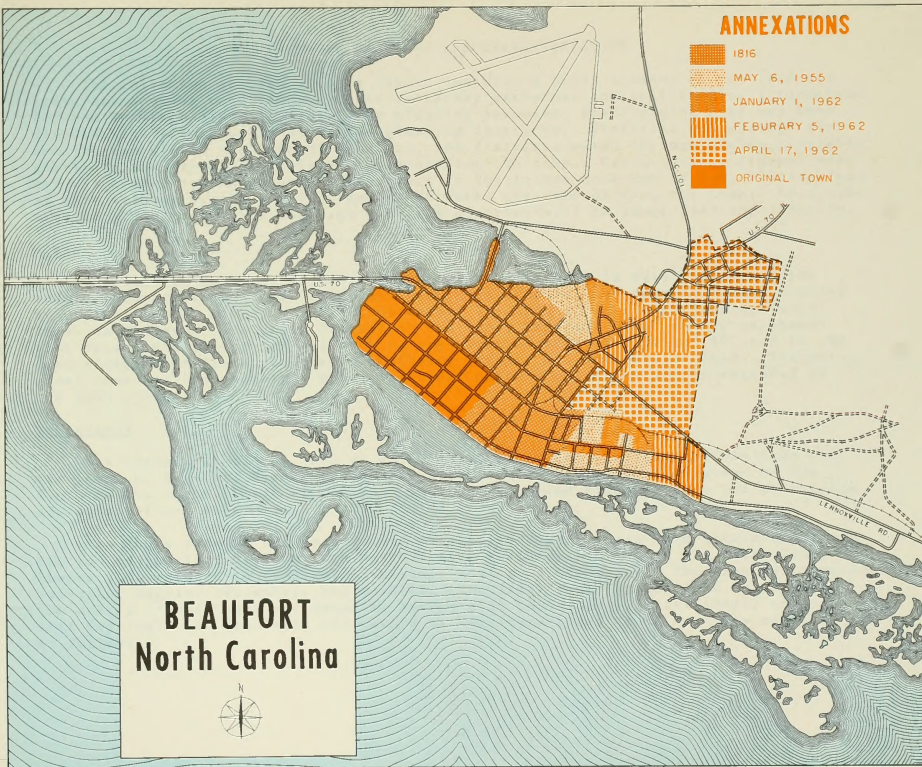
Obviously, Beaufort is a town which has a lengthy historical background, and early community traditions are still extremely important to the local citizenry. One of the best ways to comprehend a town's growth process and historical development is through its annexation history. From 1816 to May of 1955, Beaufort did not have a single annexation. Since the 1955 annexation, there have been three annexations in January, February, and April of 1962, respectively. The map on the following page presents the areas which have been annexed to Beaufort since 1816.

BEAUFORT
North Carolina

ANNEXATIONS

- 1816
- MAY 6, 1955
- JANUARY 1, 1962
- FEBRUARY 5, 1962
- APRIL 17, 1962
- ORIGINAL TOWN

BEAUFORT
North Carolina



LAND USE PATTERNS AND CHARACTERISTICS

The following portion of this report contains a brief summary of the land use patterns, housing conditions, racial occupancy patterns, and traffic-flow information for the Beaufort Planning Area. For planning purposes, the Planning Area has been divided into eleven subareas called planning districts. Districts one through six are located within the Town of Beaufort, and districts seven through eleven generally encompass the one-mile fringe area surrounding the town. Gross acreage figures were not calculated for the planning districts in the fringe area due to the shifting land of many islands and to the vast amount of water area surrounding the town. In a subsequent subsection, data for each planning district will be summarized individually.

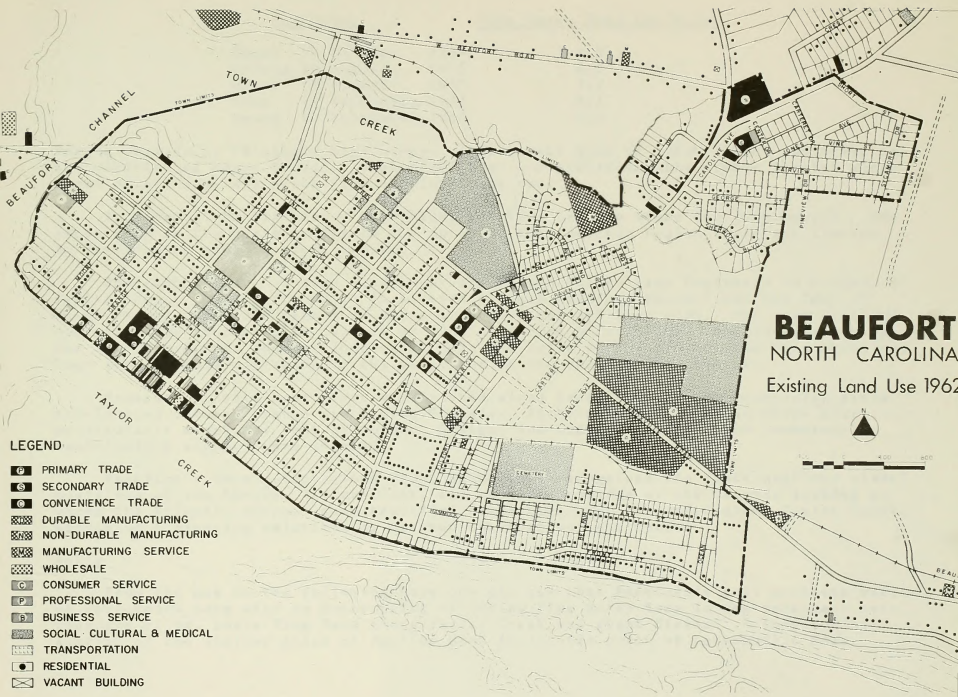
Shape

The Town of Beaufort is rectangular in shape, and it is oriented around the small concentrated business district, county courthouse, and town hall area bounded by Orange, Broad, Queen, and Front Streets. The natural water barriers of Taylor Creek on the south, Beaufort Channel on the west, and Town Creek on the northwest have caused the town to expand both to the north along Routes 70 and 101 and to the east along Front Street Extension, Mulberry Street, and Lenoxxville Road. The original town was laid out in a gridiron street pattern which was simply expanded as the town grew.

Topography

The topography of the land on which Beaufort is located rises slowly from the sea level of Beaufort Harbor and Taylor Creek on the south and Town Creek on the north to the central part of the town between Cedar and Broad Streets for an average elevation of ten feet.

The shore line of the town is not subject to direct ocean-wave attack since protection is provided by both Town Marsh Island and Carrot Island. The shore line, however, is exposed to tropical hurricanes moving up the coast. The greatest threat is during August, September, and October. The tidal range in Beaufort is given in the United States Coast and Geodetic Survey tide tables as 2.5 feet (mean) and 3.0 feet (spring). At Beaufort, the record of hurricane tides above mean low water is as follows:



<u>Hurricane</u>	<u>Feet Above Mean Low Water</u>
Hazel 15 October 1954	8.3
Connie 12 August 1955	6.3
Diane 19 August 1955	7.1
Ione 19 September 1955	8.6
Donna 11 September 1960	9.5

During periods of extremely high tides, water covers much of Front Street and areas in the vicinity of Moore Street. When high tides are predicted, the stores located along Front Street move all stock from the lower shelves.

In view of the flatness of the land, no areas are too steep for development. Low areas such as the drainageways to the north of the American Legion Field are limited in development capabilities, however.

Beaufort Harbor has been dredged by the United States Army Engineers to a depth of twelve feet. The harbor, which is located between Beaufort Channel and the foot of Marsh Street, is 2,500 feet long and between 400 and 600 feet wide. The last dredging operation was completed in January of 1960 at a cost of \$501,000. Old records giving the location of the channel leading through the inlet to the harbor show that there has been considerable variation in the direction of the channel over the bar.

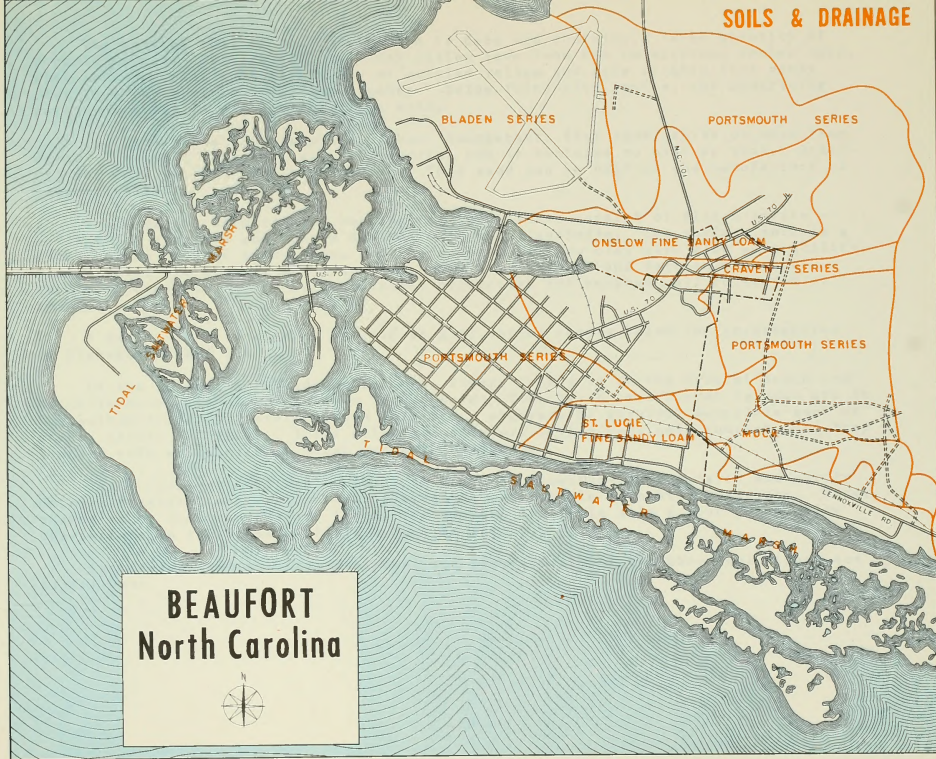
Numerous private boat piers are located along Front Street, and commercial piers are located between Orange and Craven Streets. Fishing boats tie up to these piers, particularly along the foot of Turner, Orange, and Craven Streets where commercial boat-fueling stations are located.

Beaufort's development along Front Street has recognized the functional and visual qualities of the harbor, Taylor Creek, and the wide expanse of the islands looking towards the Atlantic Ocean. Many beautiful homes have been developed along Taylor Creek, providing a pleasing relationship between the town and the water.

Soils

From the map on the following page one can see that Beaufort's soil consists mainly of Portsmouth Loam with an outcropping of Onslow Fine Sandy Loam in the northeast section and of St. Lucie Fine Sand along Taylor Creek and Front Street. A longitudinal section of the shallow phase of Pamlico Muck is located north of Lennoxville Road.

SOILS & DRAINAGE



The surface soil of Portsmouth Loam is deep and contains a large quantity of organic matter. Surface soil is black mellow loam from ten to eighteen inches deep, with an underlying subsoil of gray or mottled yellow and gray friable fine sandy clay to a depth of forty or more inches. Below forty-five inches, the underlying parent material is a gray, wet, fine sand.

St. Lucie Fine Sand is white, loose, incoherent, fine sand, three or more feet deep. This soil is almost entirely quartz, and it contains no silt or clay. Drainage for this soil is almost excessive. This sand can be used in the manufacture of concrete blocks.

Soils of the airport area outside the Town Limits consist of Bladen series - soils which are deep and poorly drained with heavy subsoils. The surface soil is a friable loam or fine sandy loam, and the subsoil is firm clay with slow permeability. Bladen soils are strongly and moderately high in fertility and fair in moisture-supplying capacity. They are moderately productive and respond well to needed soil amendment.

A small, thin section of the Craven soil series occurs below the intersection of Highways 70 and 101.

Of the islands surrounding Beaufort, Pivers Island is in the Coastal Beach and Miscellaneous Land Classification Unit. Inlet, Town Marsh, and Carrot Islands are in the Saltwater Marsh Classification Unit which consists of alluvial materials such as sands, silts, and clays. These alluvial materials have a high salt content, and they support only salt-tolerant marsh grasses and shrubs.

The surface soil of Pamlico Muck is black or brownish-black decayed and partly decayed vegetable matter. In most places the water table is near the surface. Water stands on or near the surface during the winter, and it is only a foot or so below the surface in the summer. Pamlico Muck is strongly acid.

Septic-tank suitability, drainage, and permeability of the above soil types are as follows:

<u>Soil Series</u>	<u>Drainage</u>	<u>Depth to High Water Table</u>	<u>Permeability</u>	<u>Septic Tank Suitability</u>
Pamlico Muck	Needed	0	Moderate	Not Recommended
Tidal Marsh	Needed	0	N. A.	Not Recommended
Portsmouth Series	Needed	0	Moderate	Poor
Coastal Beach	Not Needed	10+	Very Rapid	Good
Bladen	Needed	0	Slow	Poor
Craven	Needed	6-10	Moderate	Fair
St. Lucie	Not Needed	10+	Very Rapid	Good
Onslow	Needed	2	Moderate	Good

Land Use

Before the annexation of April, 1962, the Town of Beaufort contained a gross area of 479.1 acres, of which 362.2 acres (75.6 percent) were developed. Of the developed land, residences were the largest land users, accounting for 55.5 percent of the total. The second largest user was transportation facilities with 24.1 percent, and the third largest were social and cultural uses which account for 10.7 percent of the developed land. The percent of developed land is broken down into the various land uses below.

<u>Use</u>	Beaufort
	<u>Percent of Developed Land</u>
Production	2.5
Business	3.3
Services	3.9
Social and Cultural	10.7
Residential	55.5
Transportation	<u>24.1</u>
	100.0

When the annexed area of April, 1962, is added to the town totals, the gross area increases to 614.2 acres while the developed area increases to 451.6. The percent of developed land in Beaufort including the annexation area is broken down by land use categories on the following page.

<u>Use</u>	Beaufort
	<u>Percent of Developed Land</u>
Production	7.9
Business	3.4
Services	3.2
Social and Cultural	12.2
Residential	48.6
Transportation	<u>24.7</u>
	100.0

The fringe area has 565.0 acres of developed land. Since these districts contain a great deal of water, gross-acreage figures were not calculated. An estimated ninety percent of fringe districts ten and eleven, except for Pivers Island and land along the causeway, is marsh land, tidal beaches, and uninhabited islands. Town Marsh Island is used during the summer as an undeveloped recreation area for swimming, fishing and boating. Pivers Island contains the Department of the Interior's Bureau of Fisheries and Marine Biological Laboratory and also the Duke University Marine Research Center.

Of the developed land in the fringe area, 69.1 percent is used for transportation routes and terminals, 19.7 percent for residential purposes, and 7.3 percent for manufacturing and related facilities. The Beaufort-Morehead Airport and the extensive highway right-of-way are reflected in the large percent of land in the fringe area devoted to the transportation category. The population of the fringe area is estimated to be 1,020 persons. The percent of developed land in Beaufort's fringe area (Planning Districts 7-11), by land use category, is shown below.

<u>Use</u>	Fringe Area
	<u>Percent of Developed Land</u>
Production	7.3
Business	.5
Services	3.3
Social and Cultural	.1
Residential	19.7
Transportation	<u>69.1</u>
	100.0

The dot pattern on the map on the following page shows the location of all sub-standard dwelling structures. On the basis of apparent structural condition, maintenance, and environment, each structure was graded into one of five categories--excellent, good, fair, poor, or very poor. Structures graded as excellent, good, or fair were considered standard. Those graded as poor or very poor were considered substandard. One should note that these evaluations were made on the basis of a preliminary visual inspection from the fronting street, and no attempt was made to determine internal conditions beyond those readily apparent from the outside. A more detailed inspection might prove the preliminary survey incorrect in some instances; although on an area-wide basis, the technique used is considered to have merit in indicating the general conditions prevailing in the area. The table below indicates statistically what the map of housing conditions represents graphically.

	<u>Structures</u>	<u>Standard</u>	<u>Substandard</u>	<u>Percent Substandard</u>
Beaufort (Districts 1-6)	974	934	40	4.1
Fringe Area (Districts 7-11)	274	268	6	2.2
Beaufort Planning Area	1,248	1,202	46	3.8

Housing conditions in each of these areas and other parts of town will be discussed in more detail in a later section of this report.

The residential land usage of Beaufort comprises 48.6 percent of the total developed land of the town. Two-family and multi-family homes represent less than 1.5 percent of the developed land and have not been evaluated. Residential densities are within the limits of the five to seven single-family dwellings per acre as recommended by the American Public Health Association in their publication "Hygiene and Housing."

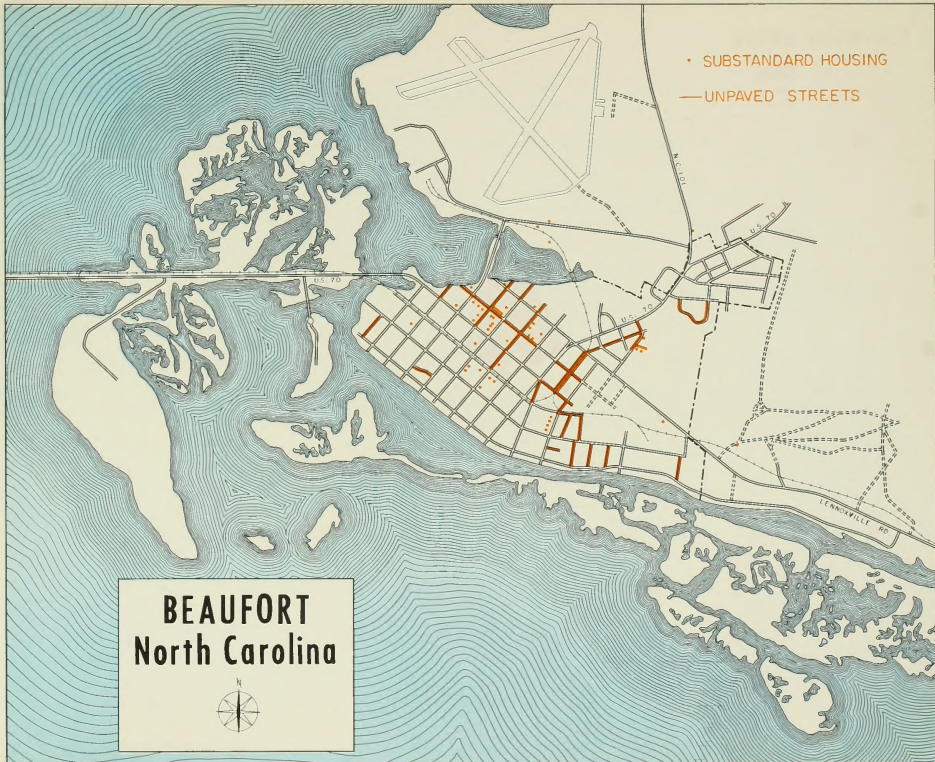
The map on the following page shows the general racial occupancy pattern within the town limits. Within the town, Negroes occupy approximately 228 dwelling structures while white persons occupy 746.

Commercial. Commercial land use in Beaufort falls into four general areas. The largest commercial grouping is located on Front Street between Orange and Pollock Streets. Parking space at this location is inadequate for customers desiring to patronize the stores. Another commercial area that is beginning to develop is located on the corner of Cedar and Pollock Streets. A large supermarket with ample parking facilities was established here in the summer of 1962.

BEAUFORT North Carolina



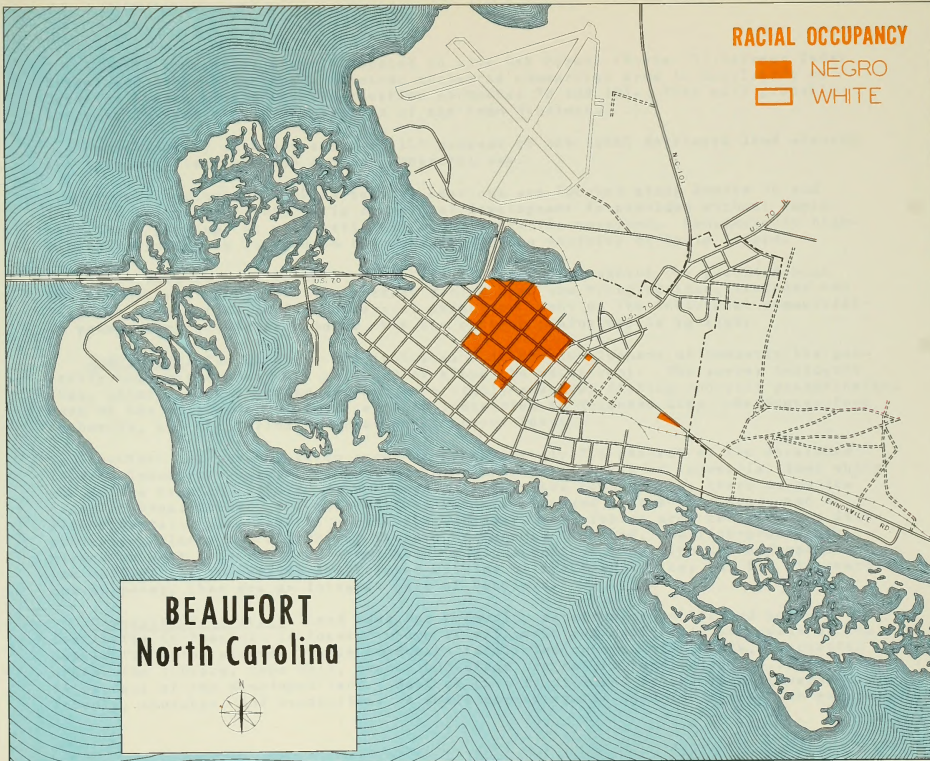
- SUBSTANDARD HOUSING
- UNPAVED STREETS



RACIAL OCCUPANCY

 **NEGRO**
 **WHITE**

BEAUFORT
North Carolina



A small commercial area is located on Live Oak Street (Route 70) between Cedar Street and Lennoxville Road. Another nucleated commercial area is developing on Carolina Avenue around the intersection of Routes 70 and 101. This will probably increase in size as the new section of the town develops.

Approximately eighteen acres or 1.8 percent of the total developed land within the Beaufort Planning Area are in commercial use.

Highway businesses such as service stations are located along Routes 70 and 101. If too much of this strip commercial development is provided without ample off-street parking, it will seriously curtail traffic movement. Considerable highway business use is located on the causeway in the vicinity of Radio Island.

Small neighborhood grocery stores are scattered throughout the planning area but are not well defined. The present zoning map, now being revised, includes too large an area set aside for commercial purposes. Many of the individual commercial-zoned areas should be removed when the current zoning map is revised.

Industrial. The land use map indicates that the development of industry has generally been either near the railroad or along the waterfront. The survey indicated that, other than one lumber company, the highly-seasonal fishing industry predominates. Many of the residents, however, work in industries in Morehead City, the States Port Authority, and the Marine Air Station at Cherry Point.

Beaufort has seventy-seven acres or approximately 7.6 percent of the developed land in industrial uses. The town contains thirty-six acres of industrial land while the fringe area contains forty-one acres. Within the town limits, there is an ice plant on Broad Street, a lumber mill on Davis Avenue and Lennoxville Road, and a fish-processing plant at the end of the causeway. The fringe area contains two fish-processing plants and a fish netfactory on Lennoxville Road, two fish-processing plants on West Beaufort Road - one south and one west of the airport. Approximately one-half of the industries are located outside of the town limits; but for all practical purposes, they are an integral part of Beaufort.

Community Facilities. Land used for community services or public and semi-public facilities in Beaufort is located where it will most logically fill the needs of the population being served. These community facilities consist of schools, recreation areas, the library, town hall, county buildings, et cetera, and occupy 55.3 acres or 54 percent of the developed land. Most of this is utilized by the local governments, schools, churches, and cemeteries. A small percentage is used for recreation purposes.

Traffic Flow

The map on the following page shows the 1961 average daily traffic flow for the Beaufort area on principal streets. Highway 70 (Cedar Street), the major traffic carrier, averages between 5,500 and 7,000 vehicles per day. Among the other streets with large traffic volumes are: Turner Street with an average of 3,000 vehicles per day; Live Oak Street, 2,700; Ann Street, 1,450; Lennoxville Road, 1,000 to 1,220; Front Street Extension beyond Live Oak Street, 950 to 1,100; Highway 70 north of Cedar Street, between 2,800 and 4,400; Route 101, 1,750; and West Beaufort Road, 1,700 vehicles per day. There are several streets which are unpaved or which have unpaved portions.

Public Utility Areas

The Town of Beaufort furnishes sewer service within the town limits, and power is furnished to the entire Beaufort area by the Carolina Power and Light Company. Water service is provided by the Carolina Water Company which also serves Morehead City. The map on the following page shows the extent of the area served by each of these utilities. The area served by the Carolina Power and Light Company extends beyond the fringe area.

The Beaufort sewerage system consists of a series of eight-inch and ten-inch mains in planning districts 1-5 which collect sewage from the plumbing systems of residences and buildings and carry it to outfalls by gravity flow. Since the town has no sewage disposal plant, the sewage is released into Town Creek and Taylor Creek. The sewerage system does not extend to the four recently annexed areas.

Water is supplied by two deep wells which are 440 and 300 feet deep. There is one elevated storage tank located in back of the town hall for periods of peak demand. The capacity of the water system is approximately 800,000 gallons per day. Raw water is fed through the hydrogen-sulphide aerator plant located on Pine and Hedrick Streets, and it is distributed through a series of six-inch to eight-inch mains.

**AVERAGE DAILY
TRAFFIC FLOW**



VEHICLES
PER DAY

BEAUFORT
North Carolina

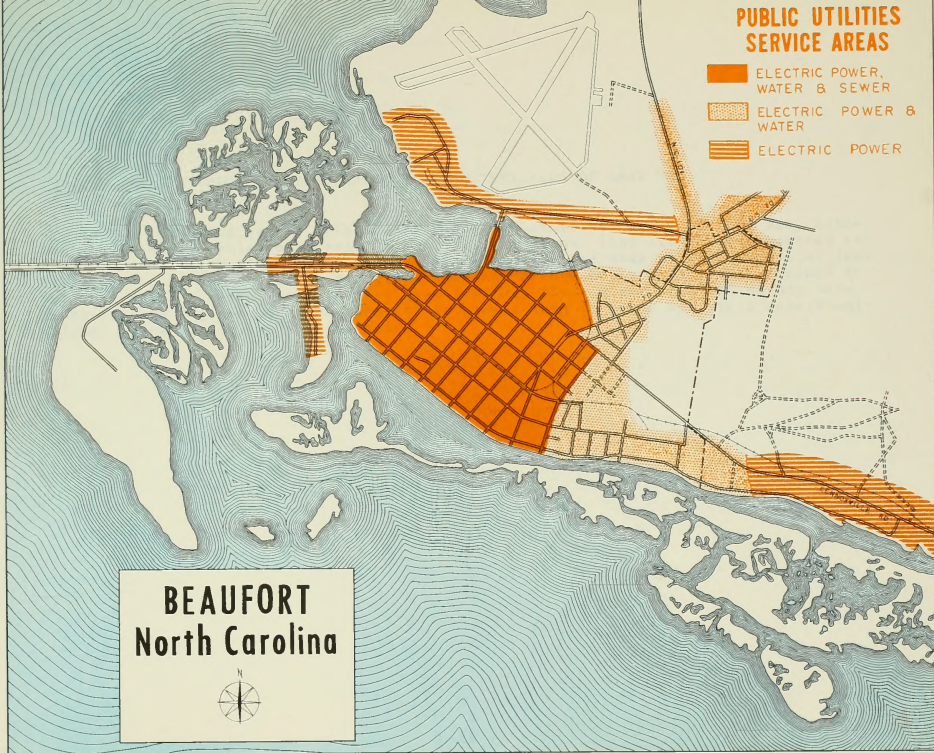


LENNOWILLE, NC

PUBLIC UTILITIES SERVICE AREAS

-  ELECTRIC POWER,
WATER & SEWER
-  ELECTRIC POWER &
WATER
-  ELECTRIC POWER

BEAUFORT
North Carolina



DETAILED PATTERNS AND CHARACTERISTICS OF LAND USE

On the following pages, detailed patterns and characteristics of land use, housing conditions, population, racial occupancy, and vacant land areas are presented as they appear in each planning district. No references are made to the percent of land developed or to the amount of vacant land in the fringe area. Also, no reference is made to racial occupancy outside the town limits. Since districts 7-11 do not have gross-acreage figures, any reference to developed land in these districts refers only to that lying within the area mapped.

PLANNING DISTRICT ONE

Land Use

Approximately ninety percent of the land in this district is developed. Residences use 49.5 percent of the developed land while transportation routes are the second largest users with 26.1 percent. Social and cultural facilities take up 7.7 percent of the developed land in district one. These facilities include the town hall, the Carteret County Library, the old Beaufort Cemetery, and four churches. Production and business land uses in district one account for 8.7 percent of the developed land.

Occupancy Characteristics

District one contains 142 dwelling structures, 140 of which are one-family residences. These 142 structures provide for an estimated population of 454. At the time of this survey, ten structures in district one were vacant.

Housing Conditions

Housing conditions in district one are generally good. This district contains some fine examples of dignified and stately old homes, some of which were listed in the historical introduction. Two dwellings in this district are considered substandard.

Vacant Land

Approximately 6.5 acres of land are undeveloped in district one. The bulk of this land, located between Queen and Marsh Streets on the water side of Front Street, is planned for a future park area. Vacant land also includes a proposed municipal parking area at the rear of the stores on Front Street between Turner and Pollock Streets.

PLANNING DISTRICT TWO

Land Use

District two has approximately 57.0 percent of land developed. The largest land users are residences, which occupy 54.5 percent of the developed land, and transportation facilities, which occupy 30.9 percent. The next largest land users are services, which take up 7.8 percent of the district's developed land.

Occupancy Characteristics

District two contains 174 dwelling structures. Of these structures, 163 are single-family dwellings, eight are two-family dwellings, one is a three-family dwelling unit, one is a tourist home, and one is a mobile home. The net residential density in district two is 4.5 dwelling units per acre. The Carteret County Courthouse, the jail, and supplementary county buildings are located in this district.

In this district, there are three vacant dwelling units. These vacancies account for 1.7 percent of the district's dwelling structures. Housing is provided for an estimated 574 persons.

Of the total dwelling structures in district two, 153 are occupied by white persons and twenty-one by Negroes. The Negro area in district two is located on Craven Street between Cedar Street and Town Creek.

Housing Conditions

Housing conditions in district two are generally fair. Five dwellings, four of which are located on Craven Street in the colored district and one on Turner Street in the white district, are considered substandard.

Vacant Land

Approximately 4.6 acres of vacant land and 48.5 acres of water are found in this district. This land is located primarily in the southwest corner of the district between Moore Street and Beaufort Channel, and it is generally low and poorly drained.

PLANNING DISTRICT THREE

Land Use

District three has approximately 92.7 percent of land developed. This district includes the primary colored residential area in Beaufort. It contains the Beaufort Township, District Number 1, graded consolidated colored school with 720 pupils and twenty-five teachers. Residential land uses account for 61.1 percent of the developed land. The second largest user of land in this district is transportation facilities.

Occupancy Characteristics

District three contains 256 dwelling structures. Of these 256 structures, 252 are single-family dwellings, two are two-family dwellings, and two are three-or-more family dwellings. Housing is provided for an estimated 1,025 people. There are five vacant dwellings in this district. These vacancies account for only two percent of the district's dwelling structures. Of the total dwelling structures in district three, forty-two are occupied by white persons and 214 by Negroes.

Housing Conditions

Housing conditions in district three are generally fair; although there is a range from excellent to very poor. Of the 256 dwelling structures, twenty-six are in a sub-standard condition. This accounts for 10.1 percent of all dwelling structures in this district. Several condemned structures have not been torn down.

Vacant Land

Approximately 6.2 acres of land in district three are vacant. Some of this land is poorly drained.

PLANNING DISTRICT FOUR

Land Use

Approximately 79.5 percent of the land in district four is developed. Of the developed land, residences account for 66.0 percent and transportation routes account for 22.3 percent. The large cemetery in this district occupies approximately 10.0 percent of the developed land.

Occupancy Characteristics

This district contains 282 single-family dwelling structures. These dwelling structures house an estimated population of 1,121. The net residential density is 4.6 dwelling units per acre. This area is substantially occupied by white persons.

Housing Conditions

Housing conditions in this district are generally very good. Four substandard structures were noted on Fulford Street between Ann Street and the railroad, and two were noted on Live Oak Street.

Vacant Land

District four has approximately twenty-four acres of vacant land.

PLANNING DISTRICT FIVE

Land Use

Approximately 67.4 percent of the land in district five is developed. The largest land users are residences which occupy 35.6 percent of the developed land and the Beaufort Graded School which occupies 33.8 percent. There is a large junk yard in the northeast section. The recently filled-in area north of the school is included in the school's acreage.

Occupancy Characteristics

District five contains seventy-eight single-family dwelling structures. This planning district contains an estimated population of 251 with a net residential density of 4.1 dwelling units per acre. Living space is provided for an estimated 312 people.

Housing Conditions

In district five, housing conditions are generally very good. Of the 78 dwelling structures only three in the vicinity of Third and Willow Streets are in substandard condition.

Vacant Land

District five has approximately 25.9 acres of vacant land. The bulk of this land is concentrated in the northeast section north of the American Legion playfield. A large section of marsh land has been filled in northwest of the Beaufort Graded School.

PLANNING DISTRICT SIX

Land Use

This district was added to the town by the referendum of April 17, 1962, and approximately 66.1 percent of its land is developed. Of the developed land, 20.8 percent is used for residential purposes, 30.2 percent for durable manufacturing, and 18.3 percent for recreation (the large American Legion playfield).

Occupancy Characteristics

District six contains only forty-two single-family dwelling structures. Net residential density in this district is 2.3 dwelling units per acre. All structures except three in this area are occupied by white persons. One building which is across from Huntley Building Supply is vacant. Living spaces are provided for an estimated 172 persons.

Housing Conditions

Housing conditions in district six are generally very good. There are no sub-standard houses in this area.

Vacant Land

Approximately 45.7 acres of land are vacant in district six. Most of this land is in the platted section in the northeast which has not yet had residences constructed.

PLANNING DISTRICT SEVEN

Land Use

District seven has approximately 40.8 acres of developed land. Of this total, 71.9 percent is in residential, and 23.6 percent is in production use. This area includes the town's trash dump.

Occupancy Characteristics

District seven contains sixty-two single-family dwelling structures and three mobile homes for an estimated 217 occupants.

Housing Conditions

Housing conditions in district seven are generally very good. Of the sixty-two dwelling units, only two are substandard - one in the vicinity of the lumber yard between Route 1303 and 1304 and the other 800 feet northeast of the fish net factory. Dwelling units are concentrated between Front Street Extension and Lennoxville Road. There is one vacant structure located on Front Street.

Vacant Land

Undeveloped and vacant land in this area is expected to provide land for the expansion of Beaufort's residential space. Deterrents to this expansion will be the town's trash dump and the low-lying and marsh lands in the vicinity of the North River.

Fresh water ponds are forming in a large part of this planning district between Lennoxville Road and the trash dump because of excavations.

PLANNING DISTRICT EIGHT

Land Use

District eight has approximately 34.1 acres of developed land and 222.3 acres of undeveloped land. Of the developed land, 70.6 percent is in residential use and approximately 27.3 percent is in streets.

Occupancy Characteristics

District eight contains sixty-eight single-family dwelling structures and two mobile homes. These provide seventy dwelling units for an estimated 245 residents.

Housing Conditions

There is only one substandard dwelling unit which is near the intersection of West Beaufort Road and Route 101.

Vacant Land

The 222.3 acres of vacant land in district eight, most of which are suitable for subdivision development, along with the vacant land in district seven, are expected to provide expansion room for Beaufort's future growth.

PLANNING DISTRICT NINE

Land Use

District nine has approximately 458.2 acres of developed land. Of this total, 81.0 percent is used for transportation and terminals, 6.9 percent for production, and 11.9 percent for residential. The Beaufort-Morehead Airport is in this planning district.

Occupancy Characteristics

This district contains 103 single-family residences and six mobile homes and houses approximately 360 persons. This housing includes seventeen homes that are owned and located on the property of the Fish Meal Company in West Beaufort.

Housing Conditions

Housing conditions in district nine are fair with three structures on West Beaufort Road being in a substandard condition.

Vacant Land

Easy access is available to both rail and highway routes for future industrial purposes. There are two vacant buildings near the intersection of West Beaufort Road and Route 101.

PLANNING DISTRICT TEN

Land Use

District ten has only 1.9 acres of developed land. Of the developed land, 42.0 percent is used for wholesale business, 42.0 percent for streets, and 16.0 percent for consumer service.

Occupancy Characteristics

This area contains no residences.

Vacant Land

Othe than the Beaufort and Morehead Railroad, a bulk gas plant, and a fish market, this area is all vacant marsh land and tidal islands north of the causeway to Morehead City.

PLANNING DISTRICT ELEVEN

Land Use

District eleven has approximately 30.1 acres of developed land. Of the developed land, 59.4 percent is used for services (Pivers Island), 25.6 percent for streets, and 11.3 percent for residences.

Occupancy Characteristics

This district contains thirty-three small, single-family cottages along the causeway which house an estimated 198 persons mostly during the summer season. Most of these dwellings were not occupied at the time of the survey.

Housing Conditions

General housing conditions in this district are considered fair to poor. Many of these small cottages do not comply with building codes.

Vacant Land

District eleven contains part of Radio Island which is a potential industrial area. It also contains Town Marsh Island which is used as a recreation area during the summer season. There are no buildings, residences, or concessions on Town Marsh Island, and the only access is by boat.

II. POPULATION AND ECONOMY

The Economy

The Town of Beaufort is located on the Atlantic Ocean at the midpoint of the North Carolina coast. Settlers came as early as 1709, and Beaufort was officially laid out in 1722 near the newly developed port on Beaufort Inlet at the southern extremity of the Outer Banks. Beaufort was geographically isolated by the sea to the south and east and by a vast marsh to the north and west. Furthermore, from Beaufort vessels could not reach more populous areas along upper sounds and rivers.

The population of Beaufort has traditionally been engaged in sea-oriented occupations--boatmen, mariners, pilots, shipbuilders, tradesmen, and, dominant since the Civil War, fishermen and processors of fish products. In 1858 Governor John Motley Morehead and associates bought land across the Newport River estuary from Beaufort and founded Morehead City, to become "a great commercial city." The founders were instrumental in the construction of a railroad from Goldsboro to that point, opening the way for commerce between the new port and the interior. Long before the Newport River was bridged from Beaufort to Morehead City the latter town had become the area's commercial and vacationing center. Beaufort remained sea-oriented, particularly with rapid expansion of fishing and fish-processing industries, and today Beaufort retains the atmosphere of an eighteenth-century seacoast town and is North Carolina's leading base for fishing and fish-processing industries.

After 1940 a major economic decline in local economic base activities--fishing, boating, and shipbuilding--led to outmigration and population decline. During World War II a major military base, Cherry Point Marine Air Station, provided a great economic stimulus for the area, and last year 1,149 Carteret residents commuted there to steady jobs with good pay. Morehead City has experienced considerable growth through commercial expansion, development of its port, and a rapidly expanding tourism industry. Although this has provided jobs for Beaufort residents, Beaufort businesses and industries have generally not shared in the growth of this neighboring town. However, progressive citizens of Beaufort are now striving to broaden the economic base through new types of industry, exploring improved ways of catching, processing, and marketing fish, and undertaking comprehensive land use planning to promote favorable development of the Town's resources. Modernization of community facilities, roads, businesses, and residential developments can enhance Beaufort's attractiveness as a place to live, upgrade the level of living, and stimulate industry and business--including the neglected tourism potential.

The Labor Force

The number of employed males residing in Beaufort has declined from 770 in 1940 to 696 in 1950 and to 558 in 1960. At the same time unemployment rates for males have been consistently high: 160 (17.2%) in 1940, 121 (14.8%) in 1950, and 145 (20.6%) in 1960. In order for an economy to expand at a rate adequate for its base population, additional jobs are needed for heads of households and other male entrants into the labor force. The inability of Beaufort's basic economic activities to absorb this normal labor force expansion has resulted in outmigration and population decline. Table 1 shows that unemployment rates are consistently higher for Town residents than for Township residents outside Beaufort (including residents annexed since 1960); nonwhites are consistently much higher than whites in unemployment; and whites are consistently much higher on the occupational scale.

Carteret County has been designated an area of "chronic and persistent unemployment," and the problem is particularly severe in Beaufort, where the seasonal nature of employment produces high unemployment rates in even normal times. The persons most affected tend to be the unskilled and uneducated, nonwhites more than whites, and teenagers and housewives seeking their first employment. Unemployment is extremely high from January through April when fisheries, fish-processing plants, agriculture, construction, tourism, and personal services, coincide in seasonal slumps. On the other hand, during summer months the demand for labor is too great to be met by the local population, and migrant farm laborers and vacationing students boost employment during summer peaks.

Beaufort and its adjacent area have high concentrations of white male and female workers in white collar occupations--managers and proprietors, teachers, clerks and typists, and sales personnel. Unskilled jobs at the bottom of the scale are heavily occupied by nonwhites--fishermen, farm laborers, private households and other service workers, and fish-processing workers. About half of the Town's employed women, both white and nonwhite, are married and living with their husbands, supplementing family incomes. Outside the Town the proportion is much higher for whites and lower for nonwhites.

Analysis of the Beaufort Economy

Carteret County expanded employment from 4,933 in 1940 to 8,068 in 1960. Growth was led by increases in civilian jobs at nearby military bases and in commercial, tourist, and port activities. Nevertheless, Beaufort residents' employment declined from 1,040 in 1940 to 839 in 1960. It is important to note

Table 1. LABOR FORCE STATUS AND OCCUPATION CLASS OF
EMPLOYED FOR BEAUFORT TOWN AND
TOWNSHIP, BY RACE AND SEX, 1960

	Whites, 1960		Nonwhites, 1960	
	Town	Rest of Township	Town	Rest of Township
MALES:				
Employed	406	618	152	73
Unemployed	58	38	87	28
% Unemployed	12.4%	5.6%	34.8%	27.7%
<u>Occupation</u>				
White Collar	49.7%	45.6%	11.1%	0.0%
Skilled Crafts	25.9	34.3	5.6	14.0
Semi-skilled	8.7	8.1	21.5	14.0
Unskilled	15.6	11.9	61.8	71.9
FEMALES:				
Employed	177	235	104	46
Unemployed	37	21	37	12
% Unemployed	17.3%	8.2%	26.2%	20.7%
<u>Occupation</u>				
White Collar	79.2%	57.0%	18.3%	0.0%
Skill & Semi-skill	9.2	25.1	11.5	0.0
Unskilled	11.6	17.9	70.2	100.0
(In labor force, living with husband)	46.3%	71.5%	51.8%	39.7%

SOURCE: Unpublished Census data obtained by the Division of Community Planning

that these data are from the Census, which is taken in April, a slack month in Beaufort. In the past as many as five thousand persons, many of them from farms in Coastal counties, were employed in the County's fisheries and fish-processing industries in season, particularly in November and December. During the summer, tourist-serving businesses in nearby Morehead City and Atlantic Beach provide service jobs, and local farmers need hundreds of workers to harvest vegetables. Boat-building and construction activities employ many laborers from spring through fall. The demand for unskilled labor has diminished in all these activities, however.

Specialization

Compared with the national distribution of employment by industry (see Table 2), Beaufort's economic commitments are, in order, fisheries and fish-processing industries, public administration and construction (i.e., Cherry Point Marine Air Station), retail trade, and personal services (particularly private household work by nonwhite females). After a brief survey of each of these activities, consideration will be given to prospects for the future economy of Beaufort.

Fisheries and Fish-Processing Industries

In 1960, fishing vessels from Beaufort employed a seasonal peak of some 805 men, many of them on boats of Beaufort's menhaden-processing firms. The three major Beaufort firms processing menhaden employed a peak of 700 additional persons. More than 130 million pounds of menhaden were harvested, valued at more than one and one-quarter million dollars, and more than 3 million pounds of food finfish and shellfish brought more than three hundred thousand dollars. In 1962, bad weather reduced the menhaden catch to 39 per cent of the previous four-year average, and 1,100 persons in the County were out of work during much of the season; the loss in products and income for fishermen and plant workers was estimated a three million dollars. According to the Census, County employment in fisheries dropped sharply from 1,102 in 1950 to 542 in 1960, more than the national drop of 44.2 per cent. Many small independent fishermen dropped out because of increased capital investment requirements, increased costs, low or uncertain prices, foreign imports, inability to compete with large fleets under contract to supply major distributors, and substitution of chemicals and vegetable oils for industrial fish oils. Mechanization has reduced the demand for labor, and employment is uncertain and seasonal, income is low, and unemployment is endemic in off-season. In 1959, the median income of fishermen in the State was only \$1,461, and only 28 per cent worked for fifty or more weeks.

Table 2. EMPLOYMENT AND INDICES OF SPECIALIZATION IN
BEAUFORT AND ADJACENT AREAS, 1950 AND 1960

Industry	<u>Beaufort</u>		<u>Rest of Township</u>	<u>Morehead City</u>	
	1950	1960	1960	1950	1960
EMPLOYMENT:					
Fisheries	110	60	60	105	32
Public Administration	136	119	175	248	250
Personal Services	153	112	71	230	252
Foods Manufacture	53	38	41	30	23
Retail Trade	218	196	206	277	452
Education	65	68	36	81	101
Construction	79	63	79	140	102
Other Business & Profession	78	84	77	235	371
Other Manufacturing	30	25	84	142	123
All Other Industries	66	74	143	237	170
Total	988	839	972	1,725	1,876
SPECIALIZATION:*					
Fisheries	7,627	9,985	8,663	5,037	2,310
Public Administration	208	183	261	230	166
Personal Services	120	95	--	94	97
Foods Manufacture	104	59	49	--	--
Retail Trade	46	56	42	--	61
Education	78	53	--	30	--
Construction	30	26	37	35	--
Total	0	0	0	0	0

* Computed by dividing per cent distribution for each industry's employment by each respective per cent figure for the nation. Only those more than 25 per cent over the national distribution are shown.

Table 3. SHARES OF CARTERET COUNTY RETAIL TRADE BY
BEAUFORT AND MOREHEAD CITY, 1948-1958

Kind of Business	Beaufort			Morehead City		
	1948	1954	1958	1948	1954	1958
Establishments	24.6%	25.3%	17.7%	30.9%	28.6%	31.0%
Paid Employees	35.6	27.6	20.9	49.3	55.7	50.8
Payroll	39.0	29.0	21.0	46.5	55.7	53.9
Total Sales	34.0%	26.4%	20.4%	44.5%	48.7%	48.5%
Drug Stores	38.8	39.4	39.9	61.2	57.5	57.6
Furniture	30.4	33.0	31.6	64.0	58.0	58.5
Apparel	39.7	52.2	28.8	60.3	47.8	69.9
Food Stores	40.1	36.4	26.7	42.4	44.3	43.6
Gasoline Stations	13.9	28.4	23.5	34.3	35.1	29.7
Lumber, Furnishings	17.7	19.2	12.7	17.9	13.6	21.4
Automotive	45.4	20.2	11.4	51.5	79.8	88.6
General Merchandise	44.7	13.8	9.2	45.0	44.6	38.9
Eating Places	11.2	10.4	1.5	48.1	51.4	47.8
Other Retail	29.1	18.4	23.2	34.0	47.1	41.0

SOURCE: U. S. Censuses of Business

of the Hatteras Seashore Park would open Beaufort to tourism if good land use practices are employed and if adequate sewage disposal and other community facilities are provided. Good cottage developments along the shore east of Beaufort could serve as summer retreats for vacationers or as retirement communities (for which demand will certainly increase in the future).

New industry offers the best opportunity for expanded employment, the greatest stimulus to tax revenue, and incomes to raise the local standard of living. Port-associated industries would be feasible, with packaging for import and export; Beaufort has a strong suit in transportation--a deep sea-port, location on the intracoastal waterway, an airport, and rail and highway links to the mainland. Abundant fish resources suggest packaging of a wide range of abundant marine species or of fish flour for export. Transportation and forest resources could attract support industries for pulp-paper-paperboard industries. An industry for outdoor sports equipment for fishing and boating could draw on local materials and skills. More visionary, but feasible, would be an industrial complex of paper, chemicals, plastics, and inshipped petroleum. The labor supply may be a positive point for industry. But responsible industry is more attracted by provision of adequate community facilities and a popular awareness of means for maintaining an attractive and progressive community.

STYLE OF LIFE

An assessment of the quality of living in Beaufort is needed by its citizens in planning for a better place in which to live. Basic measures of income, education, and housing are used for comparisons of the Town and its Township (some of which has been annexed since 1960) with State and national levels.

Income

In 1959 Beaufort's per capita income of \$1,305, family median of \$3,977, and average family income of \$5,206, were below similar measures for the rest of the Township and for Morehead City and far below those for State and national urban populations. However, when income data are broken down by race (see Figure 1), Beaufort comes out much better, and it is obvious that Town income levels are pulled down by a large, relatively poverty-stricken Negro population. For whites, Beaufort has a high average family income relative to the median, indicating that the average is raised by some families with very high incomes. Table 4 presents data on proportions of low, middle, and high income families in the area, as well as the share of all income earned by each class. The upper ninth of Town families had more than a third of all income, while the bottom three-eighths had only one-eighth of income. For Negroes, 66.7 per cent of Town families and 78.7 per cent of rural Township families somehow subsisted on less than \$3,000 in 1959, while fewer than 25 per cent of Town and Township white families were in this low-income class.

The distribution of income in Beaufort, then, is favorable for provision of a high level of commercial and professional services for the white population, but incomes are too low among Negroes for them to make a proportional contribution to the community level of living or to afford good housing and the range of amenities to others.

Education

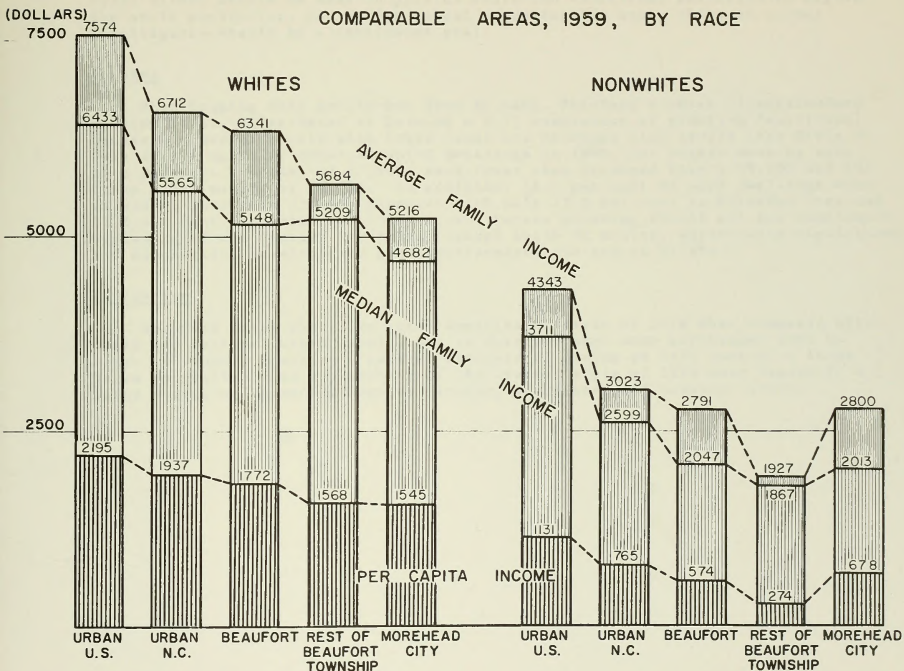
A modern school plan is needed consolidating Beaufort and eastern Carteret schools. Among the adult population, educational attainment levels are almost up to those for State and national urban populations, when data are broken down by race (see Table 5), and Town Negro adults' levels are relatively high. Nevertheless, 9.1 per cent of white adults and 19.1 per cent of nonwhite adults in Town are classed "functionally illiterate"; that is, with less than a fifth-grade education. As modern technology changes, the demand for higher educational and skill levels increases; yet the uneducated and unskilled are in surplus.

Table 4. INCOME DISTRIBUTION AND SHARES OF TOTAL
INCOME FOR FAMILIES, 1959

Income Class	Urban U.S.	Urban State	Beaufort	Rest of Township	Morehead City
Families incomes \$8,000 and over:					
% of families	30.9%	19.6%	11.7%	16.5%	11.5%
% of all income	55.7	44.8	35.9	37.2	29.7
Families incomes \$3,000-\$7,999:					
% of families	52.7	53.5	50.9	55.4	55.8
% of all income	40.5	47.4	51.9	54.6	59.4
Families incomes under \$3,000:					
% of families	16.4	26.9	37.4	28.1	32.7
% of all income	3.8	7.8	12.2	8.2	10.9

SOURCE: Published and unpublished U. S. Census data

FIGURE 1- SUMMARY INCOME MEASURES FOR BEAUFORT AND
COMPARABLE AREAS, 1959, BY RACE



Every effort should be made to provide adult and vocational education to upgrade the adult population, and a high school education for every child of normal intelligence should be a continuous goal.

Housing

When housing data are broken down by race, Beaufort's share of substandard housing (i.e., dilapidated or lacking a full complement of plumbing facilities) compares somewhat poorly with State urban and Morehead City levels (see Table 5). Data on the value of owner-occupied dwellings in 1960, not broken down by race, give Beaufort a median of \$5,800, much lower than Morehead City's \$8,000 and the State urban median of \$9,700. In addition, 38.6 per cent of such dwellings were valued at less than \$5,000, compared with only 23.6 per cent in Morehead City and 17.5 per cent for urban North Carolina. Future planning should aim for continuous upgrading of the housing inventory through tools of zoning, subdivision regulations, and annexation, to encourage good developments and reduce blight.

Conclusion

Beaufort fares poorly in total measures of style of life when compared with State and national urban levels, but is near par when data are broken down by race. Obviously Beaufort's general standard of living is held down by a large Negro population, and improvement of the overall style of life must depend to a large degree on upgrading Negroes' income, education, and housing levels.

Table 5. 1960 EDUCATIONAL ATTAINMENT AND HOUSING DATA FOR
BEAUFORT AND COMPARABLE AREAS, BY RACE

	Median Years	% Under 5 Years	% 12 Years	% Housing Substandard
WHITES:				
Urban U. S.	11.5	6.0%	46.4%	N.A.
Urban State	11.5	8.9	46.9	12.1%
BEAUFORT TOWN	10.9	9.1	44.8	24.0
Rest of Township	11.2	7.3	43.8	24.9
Morehead City	10.9	9.6	43.8	18.6
NONWHITES:				
Urban U. S.	8.7	18.6%	25.3%	N.A.
Urban State	7.6	27.2	19.8	50.0
BEAUFORT TOWN	9.1	19.1	28.4	63.8
Rest of Township	5.7	40.3	2.6	93.5
Morehead City	8.7	16.6	27.0	57.2

POPULATION

In 1870, nearly a hundred years ago, Beaufort had a population of 2,430, little below its 1960 population of 2,922. The new village of Morehead City in 1870 had but 267 residents. While Beaufort's sea-oriented population fluctuated and faltered, Morehead City had steady growth as a commercial and tourism center to its 1960 population of 5,583 (see Table 6). In 1962, a series of annexations boosted Beaufort to a population of 3,657. A detailed analysis of population change from 1940-1960 reveals that the heavy apparent out-migration of white adults ages 30-44 and children from Beaufort has been primarily to newer residential developments just outside the Town (see Figure 2). However, young adults ages 15-29 of both races who left Town were truly leaving the area. Therefore, recent annexations have captured real population growth for Beaufort, but an insufficient expansion of the economy has caused many local youths to seek opportunities elsewhere. A continuation of past and present trends will further decrease the population, particularly young and middle-aged whites, in the older area of Beaufort, producing a great danger of blight. Meanwhile, New Beaufort continues to expand toward the northeast. A modest increase is projected for the overall Planning Area, from 4,672 in 1960 to 5,027 in 1980.

The Projected Population of Beaufort

If past birth, death, and migration trends continue and Beaufort remained in its 1960 boundary, the Town would decline from 2,922 in 1960 to 2,623 in 1970, and to 2,352 in 1980. In order to include Beaufort's potential urban area, the Planning Area is used as the basic unit for projection. To the projection of the 1960 Town area, then, is added the projection for new annexations and the rest of the Planning Area, which is projected at the fast rate of growth of Greater Beaufort-Morehead, excluding the towns. The 1960 population of 1,750 would increase to 2,118 in 1970 and to 2,675 in 1980.

In order for this growth to be realized, the economy must expand to meet an increased demand for jobs, and planning must ensure orderly development, with provision of adequate community facilities for new residential subdivisions in the Planning Area. Some consequences of the projected future population are:

Education: Enrollment increases in upper grades, but a leveling-off in lower grades.

Labor Force: The post-World War II "baby boom" will soon be moving out of schools and into college, family formation, and the job market.

Table 6. POPULATION TRENDS IN BEAUFORT AND COMPARABLE AREAS, 1910-1960

Year	BEAUFORT	Rest of Township	Morehead City	North Carolina
1910	2,483	976	2,039	2,206,287
1920	2,968	1,131	2,958	2,559,123
1930	2,957	1,062	3,483	3,170,276
1940	3,272	1,512	3,695	3,571,623
1950	3,212	2,162	5,144	4,061,929
1960	2,922	3,324	5,583	4,556,155
Per Cent Change:				
1910-20	+19.5%	+15.9%	+45.1%	+16.0%
1920-30	- 0.4	- 6.1	+17.7	+23.9
1930-40	+10.7	+42.4	+ 6.1	+12.7
1940-50	- 1.8	+43.0	+39.2	+13.7
1950-60	- 9.0	+53.7	+ 8.5	+12.2

Table 7. COMPONENTS OF POPULATION CHANGE, 1950-1960

	BEAUFORT	Morehead City	Rest of County	Carteret Total
1950 Population	3,212	5,144	14,703	23,059
Natural Increase, 1950-1960	613	1,336	3,007	4,956
Annexed Population 1950-1960	104	613	-717	--
Expected 1960 Population	<u>3,929</u>	<u>7,093</u>	<u>16,993</u>	<u>28,015</u>
Net migration	<u>-1,007</u>	<u>-1,510</u>	<u>1,940</u>	<u>-577</u>
Actual Population 1960	2,922	5,583	18,933	27,438
% Population Change	- 9.0%	+ 8.5%	+28.8%	+19.0%
% Migration	-25.6%	-21.3%	+11.4%	- 2.1%

Therefore, either a large increase in available jobs must occur or out-migration will increase considerably within a few years.

Retirement ages: The population over age sixty will nearly double by 1980. Therefore, community medical, housing, and recreation needs for the elderly will require expansion of facilities for them. A significant in-movement of retirees (which was not projected) would give this an even higher priority.

Negro Population: A slight increase of Negroes is projected, and their proportion may continue to increase in the older part of Beaufort, but their proportion of the Planning Area population will decrease. If out-migration rates increase (although they were not changed in the projection), the area's Negro population may decrease, particularly in younger ages.

Formulas for the past will be inadequate for the future without better control of the environment. Needed are better-coordinated economic planning, beneficial controls of land use, more widespread education and skills for new technology, and higher and universally-shared standards of living. Concerted democratic planning by the community is a major tool for improvement of the trends analyzed in this chapter.

FIGURE 2—1960 WHITE POPULATION, BY AGE, FOR BEAUFORT AND THE REST OF ITS TOWNSHIP

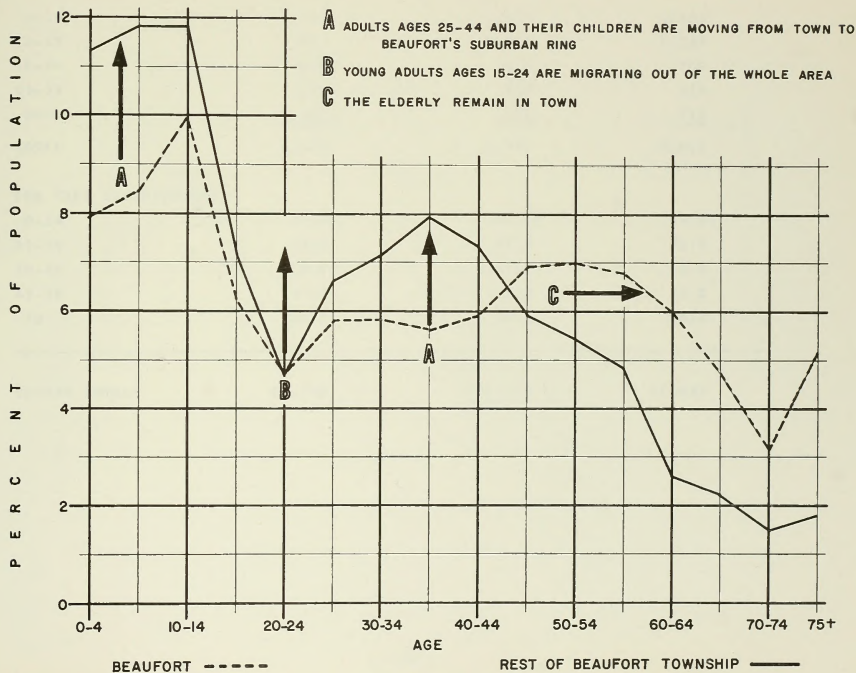
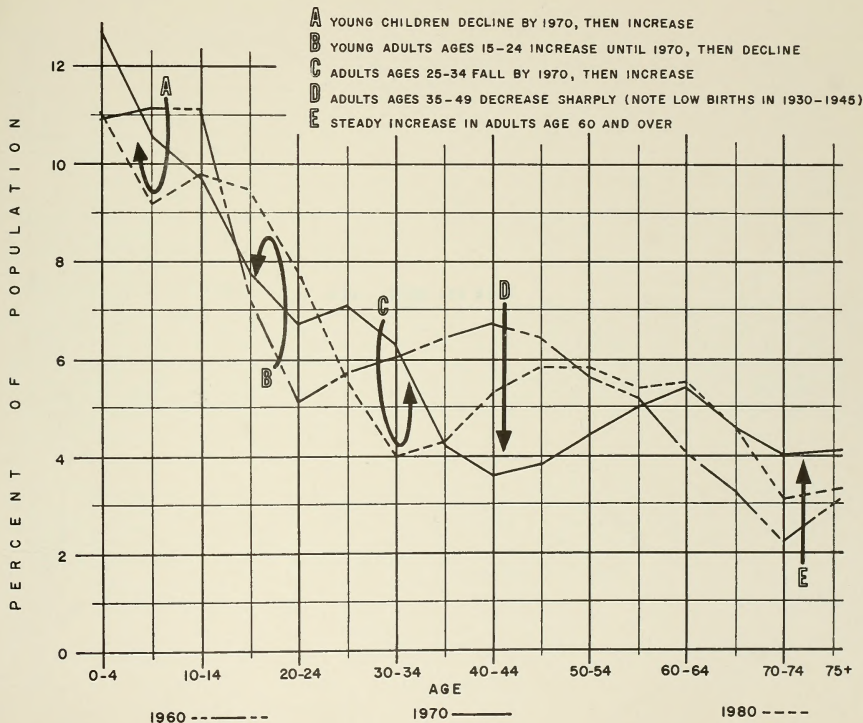


Table 8. BEAUFORT PLANNING AREA POPULATION PROJECTION

	1960	1970	1980
0-14	1,544	1,419	1,655
15-29	843	1,081	1,088
30-44	896	650	707
45-59	803	807	664
60+	<u>586</u>	<u>748</u>	<u>913</u>
TOTAL	4,672	4,741	5,027
PER CENT DISTRIBUTION			
0-14	33.0%	29.9%	32.9%
15-29	18.0	22.8	21.6
30-44	19.2	13.7	14.1
45-59	17.2	17.0	13.2
60+	12.6	16.5	18.2
COUNTY TOTALS	27,438	32,052	37,854

FIGURE 3 - POPULATION DISTRIBUTION BY AGE FOR THE BEAUFORT PLANNING AREA, 1960-1980



III. LAND USE PLAN

INTRODUCTION

The Decision to Plan Ahead

During the past forty years, the population of the Town of Beaufort, the county seat of Carteret County, has remained about constant while the County was almost doubling its population from 15,384 to 27,438. The Town's static population condition has been due in part to the lack of economic opportunities in Beaufort and the consequential out-migration of the community's young adults to other areas where better job opportunities exist.

The hope of reversing present trends led the Mayor and Town Commissioners to initiate studies which would evaluate the community in order to develop a program designed to make Beaufort a better place in which to live by creating a better environment and by stimulating economic growth. This Plan to guide the physical development of the community is one part of that program.

Scope of the Land Use Plan

The Land Use Plan is a proposal for the best arrangement of industrial, commercial and residential land uses that should develop in the Beaufort area by 1980. This Plan should serve as a guide for the orderly development of Beaufort in the years to come by indicating the most appropriate locations for homes, businesses and industries. The Plan takes full cognizance of the Preliminary Thoroughfare Plan which has been recommended for mutual adoption by the Town and the State Highway Department. The Preliminary Thoroughfare Plan is based upon the projected 1980 traffic needs of the Town and is included as a part of the Land Use Plan.

Plan Development

This section presents considerations for the extent and best possible arrangement of major land use types within the Beaufort Planning Area. In seeking the most desirable relationship between the major land use areas of the community, the choice is conditioned by the suitability of the land for particular uses. Therefore, major consideration must be given the particular locational requirements of each land use type, the character of available land, and the arrangement desired.

Industrial

Since the end of World War II, there has been a new trend established in the location and design of industrial sites. As opposed to the old pattern of a central area location on a minimum-sized site, modern plants tend to prefer sites which give them room for single-story operations, parking, and expansion. Among the reasons for this are the shortage of centrally located sites, high land costs and taxes in the central area, and the trend toward individual transportation made possible through growth and advances in the automotive industry.

In order for an individual site to be attractive and desirable as an industrial location, certain requirements must be met. The most important of these include the following:

1. The land should be of reasonably level topography with good drainage and not subject to flooding.
2. Sites should be viable and of various sizes with both close-in and fringe area locations in order to accommodate the different needs of industry.
3. Sites should be available to good transportation routes.
4. A full range of utilities such as water, sewerage, and power should be available or sufficient potential development anticipated to merit extensions of these facilities in the size and quantity necessary.
5. The location should be attractive and free from conflicting uses such as homes, schools and churches.

The population and economic trends in the Beaufort area indicate that the future growth and development of the area might well depend upon its ability to attract and maintain stable industry. During periods of maximum employment there are 815 persons employed in the industries of Beaufort. However, the majority of the industries are seasonable in nature, fish processing for example, and this is indicated in the high unemployment (16.1 percent in Carteret County in early 1962) which occurs in this area. The high unemployment justifies the allocation of prime land for industrial purposes and emphasizes the need for organized industrial development planning in the Beaufort area.

Considering existing conditions, the industrial areas set aside in the Plan follow as closely as possible the principles for industrial location listed above. Although more land than will probably be demanded is set aside, experience has proven that small communities attempting to improve their economic base need to provide additional land as industrial reserves. Some of the reasons for this are:

1. There is no way to control the size tract which a particular industry might acquire. In some instances, an industry may purchase a site larger than its needs require in order to obtain a particular location.
2. Many industries follow a policy of acquiring sites larger than their initial needs demand.
3. A range of choices between potential sites should be available.

Commercial and Service

Economic data gathered in relation to these reports point out that during the ten-year period from 1948 to 1958, Beaufort's share of retail sales in Carteret County dropped from 34 percent to 20 percent. At the same time, neighboring Morehead City's share increased from 44.5 percent to 48.5 percent. Viewed as a portion of the County's 1959 personal income, Beaufort's retail sales totalled 13 percent whereas the retail sales of Morehead City totalled 30.9 percent. These two statements indicate that not only is Beaufort not increasing its economic status in Carteret County but also that it is not maintaining its percentage share of economic activity as the county grows. It appears that Morehead City rather than Beaufort is providing the greater portion of commercial services for the eastern part of the county.

The implications of the economic trends on land use planning are two-fold. First, the need for additional land for future expansion of business areas appears unlikely. Therefore, it is believed that the 29.8 acres of commercial and service land use inside town and the 21.4 acres in the fringe area are sufficient to meet the demand indicated by present trends. However, the removal of commercial uses from areas where they are not compatible and the re-grouping of commercial uses into a more effective pattern is desirable. The second implication is the challenge for Beaufort to recapture and maintain a greater percentage of the economic growth of the area. The key to meeting this challenge is the revitalization of the business district. This revitalization must accomplish the attraction of greater numbers of people into the business district where the goods and services they wish to purchase must be offered. This can only be accomplished by making the business district a more attractive and convenient

place to shop and by offering the quality and type goods and services desired by the area's shoppers. The revitalization of the business district, like industrial development, is no mean task and will require imaginative planning and a great deal of hard work.

Residential

Probably of greatest importance when considering making the community a better place in which to live is the environment of the home. Residential areas which do not have the conveniences of good living - utilities, fire and police protection, schools and playgrounds, for example, or which have incompatible or undesirable land uses in their midst are subject to the forces of blight and deterioration. Therefore, in the location and development of new residential areas and the renewal and redevelopment of established areas, the following general principles should be followed:

1. Areas should be well drained and free from flooding.
2. Areas should be free from incompatible land uses.
3. Areas should have easy access to major streets connecting with places of work, shopping, culture, and recreation; however, the internal street system should discourage through traffic.
4. A full range of community facilities should be conveniently available or suitable substitutes provided.
5. Areas of reasonable size should be developed or smaller developments should be contiguous. Small patches or isolated sections of residential development are generally more susceptible to deterioration and present added expense in providing community facilities.
6. Before plans for the development of smaller areas are finalized, master plans for the development of the larger area should be formulated.

The population data developed in these studies projects for the Beaufort area a net population increase of 355 individuals by 1980. Success in locating new industry in the area or in revitalizing the business area could mean additional population increases and the consequential demand for additional residential areas. In addition, throughout the planning period there will be the continuous process of tearing down the old and building the new.

Residential areas shown on the Land Use Plan are for the most part areas in which the residential pattern is substantially established and should be continued and protected. These areas closely correspond to the utility service areas and will probably develop in intensity outward following the expansion of the individual utility services. Areas without sewerage service should develop at low densities to allow for on-site disposal and areas without either water or sewerage service should develop at even lower densities.

There appears to be an acute shortage in the Beaufort area of decent housing for families and individuals of low income, many of which are elderly persons. Town officials should investigate the feasibility of Public Housing to meet the need of decent housing for low income groups.

Beaufort is an historic town strongly identified by its characteristic maritime - colonial charm as expressed through the architecture of many of its homes. Some of these historic structures, however, are being allowed to deteriorate and some are beyond repair. In order for Beaufort to preserve its historic charm and appeal, these homes should be rehabilitated and conserved. At the same time, other places of historic interests such as the Ann Street Cemetery should be landscaped and conserved. A program designated to conserve and emphasize Beaufort's historic character would accomplish much toward making the community a better place in which to live.

Public and Semi-Public

Areas designated as public and semi-public on the Land Use Plan are the locations of existing and proposed schools, recreation areas, and other community facilities as developed in the Community Facilities Plan.

Thoroughfares

The concept of a long-range thoroughfare plan is to furnish data and basic ideas by which a community may guide itself toward planning and preparing to meet its future traffic needs. Fundamentally, its basic objective is to provide a functional plan of streets capable of effectively serving the future urban area. The proposed system of streets must be adaptable to future land use needs as well as efficiently serving the existing pattern. The standards of design should be adequate for anticipated maximum capacities but should be economically feasible for prevailing conditions.

The system of major thoroughfares form the basic framework of the urban street system. Based upon the principle function of the thoroughfare, the system can be broken down into these four elements:

1. Radial Streets. These thoroughfares function to carry traffic to and from outlying areas of the city and the central business district. This is a major traffic movement in most cities and the economic strength of the central business district depends heavily on the adequacy of this type of thoroughfare.

2. Crosstown Systems. The crosstown streets carry traffic along the borders of the central business district as it moves from origins beyond the central business district on one side to destinations beyond it on another. This system also forms a loop or bypass around the business district and allows traffic to circle and enter parking areas at points convenient for shopping.

3. The Loop System. The loop system is planned to carry traffic between suburban areas of the city without its having to go through or by the central business district where it would interfere with central-area traffic. The loop thoroughfares do not necessarily carry heavy traffic volumes, but their function is to relieve congestion in the center of the city and shorten travel time.

4. Bypass. A bypass is designed to carry traffic through the urban area, therefore providing relief to the city street system by removing from it traffic which has no desire to be in the city. Bypasses are usually designed to through-highway standards with control of access. Sometimes a low traffic volume bypass can be designed to function also as an urban loop.

In August 1962, the Advance Planning Department of the State Highway Commission recommended for mutual adoption by the Town of Beaufort and State Highway Planning Board the Preliminary Thoroughfare Plan as shown in this report.

Existing streets recommended to serve as major thoroughfares are:

1. Cedar Street between the Beaufort-Morehead City Bridge and Fulford Street.
2. Turner Street between Front Street and West Beaufort Road.
3. Live Oak Street, U.S. Highway 70 and N.C. Highway 101.
4. Front Street between Turner Street and Ocean Street.

5. Lennoxville from an intersection with the proposed extension of U.S. Highway 70 (Cedar Street) eastward.

In addition, three new thoroughfare facilities are proposed to complement the existing facilities. These consist of a new Beaufort-Morehead City Bridge, the extension of Front Street to complete an outer loop, and the extension of Cedar Street to form a new alignment for U.S. Highway 70.

The proposed new bridge will parallel the existing bridge on the north as close as possible to the existing alignment. The old bridge will be torn down upon the completion of the new facility. The extension of Front Street to join West Beaufort Road in the vicinity of N.C. Highway 101 would complete an outer loop using Front Street, West Beaufort Road and Turner Street. This thoroughfare would facilitate a more direct traffic movement between the northern and eastern areas of Beaufort and would enable traffic inbound on Lennoxville Road to move directly to the business area by way of Front Street. The extension of Cedar Street to form a new alignment for U.S. Highway 70 would create a direct route for traffic which has no desire to be in the town.

Implementations

The Land Use Plan is essentially a statement of objectives and principles for the Town to use as a guide for the future development of the community. In order to properly guide the Town toward its objectives, both public and private interests must be coordinated. To safeguard the public's interest in the community's growth, a number of legal and technical planning tools are available to help implement the Land Use Plan. The more important legal and technical tools are described as follows:

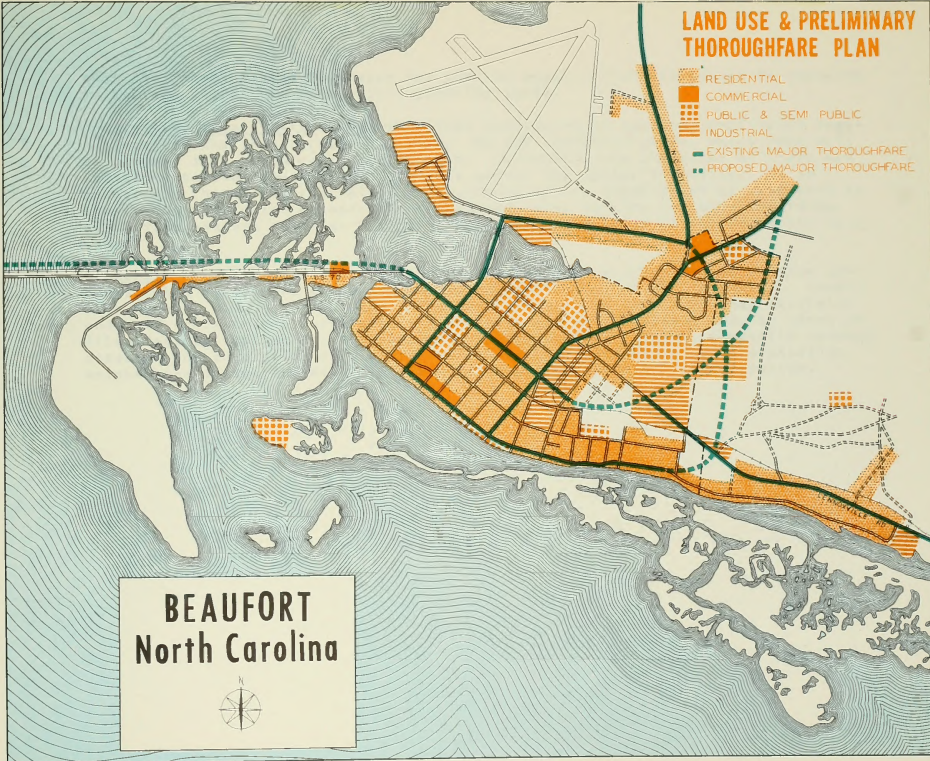
Planning Commission. The Land Use Plan and other plans need continuous supervision and revision, and their philosophies, to be effective, must be detailed into plans of action. In order to accomplish this, the Town should organize a Planning Commission whose duty would be to oversee the community's planning program and to recommend plan revisions and land development policies to the Town Board of Commissioners.

Zoning. In many instances community planning and zoning are considered one in the same since zoning is a major means of implementing land use planning. Zoning regulates the use of land, the density of intensity of use, and the placement of buildings on the land. In this way the pattern and character of land uses set forth in the Land Use Plan can be established. It should be recognized, however,

LAND USE & PRELIMINARY THOROUGHFARE PLAN

- RESIDENTIAL
- COMMERCIAL
- PUBLIC & SEMI PUBLIC
- INDUSTRIAL
- EXISTING MAJOR THOROUGHFARE
- PROPOSED MAJOR THOROUGHFARE

BEAUFORT
North Carolina



that the Town's Zoning Ordinance has limited capabilities and cannot be expected to achieve all of the community's planning goals.

Subdivision Regulations. Beaufort's Town Commissioners approve subdivision regulations for the Town on June 11, 1962. As the community grows, rural land will be divided into urban type developments. Obviously, the character of these new additions to the community will greatly affect the future community. It is essential, therefore, that all factors regarding the subdivision of land such as the layout and design of streets, blocks and lots, and the policies regarding utility extensions coincide with the interests and welfare of the community as a whole.

Community Renewal. Community Renewal is the total of all public and private actions taken to provide a continuous, sound maintenance of the community. Community renewal as a means of plan implementation employs such processes as strict code and ordinances enforcement, major repair and modernization, and, in cases of dilapidation, replanning, clearance and redevelopment. In sum, community renewal stresses the completion of a program of community improvement and preventative maintenance in dealing with the problems and causes of urban deterioration.

IV. APPENDIX

DEFINITIONS

PRODUCTION

Durable Manufacturing - Establishments manufacturing tangible goods which are likely to have utility for a long period of time.

Non-Durable Manufacturing - Establishments manufacturing goods which will be consumed with one use or in a relatively short period of time.

Manufacturing Service - Establishments of a manufacturing nature which supply the general needs of a semi-tangible nature to the public, other businesses or industries such as public utility plants, dry cleaning plants and furniture storage.

BUSINESS

Primary Retail - Retail activities requiring a regional trade area and catering to individuals doing comparison shopping. The primary retail establishments generally fall into two categories - those that to a large extent generate their own trade such as department stores, and those that are dependent upon a location adjacent to or in close proximity to the other retail establishments such as clothing apparel, shoes and specialty stores.

Secondary Retail - Retail activities which are dependent upon a regional trade area but which can exist in independent locations. These establishments generally sell "hard goods" such as appliances, furniture, farm equipment and automobiles.

Convenience Retail - Retail Establishments merchandising goods commonly referred to as "convenience goods" such as foods, drugs and gasoline. Establishments selling these goods generally serve a smaller trade area than primary or secondary retail establishments and are found in increasing numbers in outlying areas near the neighborhoods they serve. Food stores and gasoline stations generally do not prosper in the congested CBD. These establishments need locations providing convenient access.

Wholesale Trade - Establishments providing goods in bulk, principally to other businesses.

Gross Area 64.4 Acres
 Developed Area 57.4 Acres
 Percent Developed 90.0

D I S T R I C T O N E

Existing Land Use

<u>Category</u>	<u>Acres</u>	<u>Percent of Developed Land</u>
PRODUCTION	.2	.3
Durable Manufacturing		
Non-Durable Manufacturing		
Manufacturing Services		
BUSINESS	4.8	8.4
Primary Retail	1.2	
Secondary Retail	1.9	
Convenience Retail	1.7	
SERVICES	4.6	8.0
Consumer	3.7	
Professional	.5	
Business	.4	
SOCIAL AND CULTURAL	4.4	7.7
Schools		
Churches	1.5	
Libraries	.8	
Recreation	.4	
Health and Welfare	1.7	
RESIDENTIAL	28.4	49.5
TRANSPORTATION	14.2	26.1
Streets		
Railroads		
Terminals	.8	
VACANT	7.0	
Land	6.5	
Buildings	.5	
TOTALS	64.4	

Gross Area 123.5 Acres
 Developed Area 70.1 Acres
 Percent Developed 57.0

D I S T R I C T T W O

Existing Land Use

<u>Category</u>	<u>Acres</u>	<u>Percent of Developed Land</u>
PRODUCTION	.1	4.1
Durable Manufacturing		
Non-Durable Manufacturing		
Manufacturing Services	.1	
BUSINESS	2.9	4.1
Primary Retail		
Secondary Retail	1.9	
Convenience Retail	1.0	
Wholesale		
SERVICES	5.5	7.8
Consumer		
Professional	5.5	
Business		
SOCIAL AND CULTURAL	1.8	2.6
Schools		
Churches	.2	
Libraries		
Recreation		
Health and Welfare	1.6	
RESIDENTIAL	38.4	54.5
TRANSPORTATION	21.7	30.9
Streets	21.3	
Railroads		
Terminals	.4	
VACANT	53.1	
Land and Water	53.1	
Buildings		
TOTALS	123.5	

Gross Area	94.4 Acres
Developed Area	87.5 Acres
Percent Developed	92.7

D I S T R I C T T H R E E

Existing Land Use

<u>Category</u>	<u>Acres</u>	<u>Percent of Developed Land</u>
PRODUCTION		
Durable Manufacturing	3.6	4.1
Non-Durable Manufacturing		
Manufacturing Services	3.6	
BUSINESS	3.7	4.2
Primary Retail		
Secondary Retail	1.9	
Convenience Retail	1.8	
Wholesale		
SERVICES	3.0	3.4
Consumer	.7	
Professional	1.3	
Business	1.0	
SOCIAL AND CULTURAL	5.0	5.7
Schools	4.0	
Churches	.9	
Libraries		
Recreation	.1	
RESIDENTIAL	53.4	61.1
TRANSPORTATION	18.8	21.5
Streets		
Railroads		
Terminals		
VACANT	6.9	
Land	6.2	
Buildings	.7	
TOTALS	94.4	

Gross Area 117.3 Acres
 Developed Area 93.3 Acres
 Percent Developed 79.5

D I S T R I C T F O U R

Existing Land Use

<u>Category</u>	<u>Acres</u>	<u>Percent of Developed Land</u>
PRODUCTION	.4	.4
Durable Manufacturing		
Non-Durable Manufacturing		
Manufacturing Services	.4	
BUSINESS	.3	.3
Primary Retail		
Secondary Retail		
Convenience Retail	.3	
Wholesale		
SERVICES	.8	.9
Consumer	.4	
Professional		
Business	.4	
SOCIAL AND CULTURAL	9.4	10.1
Schools		
Churches		
Libraries		
Recreation		
Health and Welfare	9.4	
RESIDENTIAL	61.6	66.0
TRANSPORTATION	20.8	22.3
Streets	20.8	
Railroads		
Terminals		
VACANT	24.0	
Land	24.0	
Buildings		
TOTALS	117.3	

Gross Area 79.5 Acres
 Developed Area 53.6 Acres
 Percent Developed 67.4

DISTRICT FIVE

Existing Land Use

<u>Category</u>	<u>Acres</u>	<u>Percent of Developed Land</u>
PRODUCTION	4.6	8.6
Durable Manufacturing		
Non-Durable Manufacturing		
Manufacturing Services	4.6	
BUSINESS	.3	.6
Primary Retail		
Secondary Retail		
Convenience Retail	.3	
Wholesale		
SERVICES	.4	.7
Consumer	.2	
Professional		
Business	.2	
SOCIAL AND CULTURAL	18.1	33.8
Schools		
Churches		
Libraries		
Recreation		
Health and Welfare		
RESIDENTIAL	19.1	35.6
TRANSPORTATION	11.1	20.7
Streets		
Railroads		
Terminals		
VACANT	25.9	25.9
Land		
Buildings		
TOTALS	79.5	

Gross Area 135.1 Acres
 Developed Area 89.3 Acres
 Percent Developed 66.1

DISTRICT SIX

Existing Land Use

<u>Category</u>	<u>Acres</u>	<u>Percent of Developed Land</u>
PRODUCTION	27.0	30.2
Durable Manufacturing	27.0	
Non-Durable Manufacturing		
Manufacturing Services		
BUSINESS	3.5	3.9
Primary Retail	.3	
Secondary Retail	2.8	
Convenience Retail	.4	
Wholesale		
SERVICES		
Consumer		
Professional		
Business		
SOCIAL AND CULTURAL	16.3	18.3
Schools		
Churches		
Libraries		
Recreation	16.3	
Health and Welfare		
RESIDENTIAL	18.6	20.8
TRANSPORTATION	24.0	26.8
Streets	24.0	
Railroads		
Terminals		
VACANT	45.7	
Land	45.7	
Buildings		
TOTALS	135.1	

Gross Area (Open Ended)
 Developed Area 40.8 Acres
 Percent Developed N.A.

D I S T R I C T S E V E N

Existing Land Use

<u>Category</u>	<u>Acres</u>	<u>Percent of Developed Land</u>
PRODUCTION	9.6	23.6
Durable Manufacturing	1.5	
Non-Durable Manufacturing	7.5	
Manufacturing Services	.6	
BUSINESS	.3	.7
Primary Retail		
Secondary Retail		
Convenience Retail	.3	
Wholesale		
SERVICES	.2	.5
Consumer	.2	
Professional		
Business		
SOCIAL AND CULTURAL		
Schools		
Churches		
Libraries		
Recreation		
Health and Welfare		
RESIDENTIAL	29.3	71.9
TRANSPORTATION	1.3	3.3
Streets	1.3	
Railroads		
Terminals		
VACANT		
Land	N.A.	
Buildings	.1	

Gross Area (Open Ended)
 Developed Area 34.1 Acres
 Percent Developed N.A.

D I S T R I C T E I G H T

Existing Land Use

<u>Category</u>	<u>Acres</u>	<u>Percent of Developed Land</u>
PRODUCTION		
Durable Manufacturing		
Non-Durable Manufacturing		
Manufacturing Services		
BUSINESS	.4	1.2
Primary Retail	.2	
Secondary Retail	.2	
Convenience Retail		
Wholesale		
SERVICES		
Consumer		
Professional		
Business		
SOCIAL AND CULTURAL	.3	.9
Schools		
Churches		
Libraries		
Recreation		
Health and Welfare		
RESIDENTIAL	24.1	70.6
TRANSPORTATION	9.3	27.3
Streets		
Railroads		
Terminals		
VACANT		
Land	N.A.	
Buildings		

Gross Area (Open Ended)
 Developed Area 458.2 Acres
 Percent Developed N.A.

D I S T R I C T N I N E

Existing Land Use

<u>Category</u>	<u>Acres</u>	<u>Percent of Developed Land</u>
PRODUCTION	31.5	6.9
Durable Manufacturing		
Non-Durable Manufacturing	30.7	
Manufacturing Services	.8	
BUSINESS	.1	.1
Primary Retail		
Secondary Retail		
Convenience Retail	.1	
Wholesale		
SERVICES	.3	.1
Consumer	.1	
Professional		
Business	.2	
SOCIAL AND CULTURAL		
Schools		
Churches		
Libraries		
Recreation		
Health and Welfare		
RESIDENTIAL	54.6	11.9
TRANSPORTATION	371.7	81.0
Streets	10.1	
Railroads		
Terminals	361.6	
VACANT		
Land	N.A.	
Buildings		

Gross Area (Open Ended)
 Developed Area 1.9 Acres
 Percent Developed N.A.

D I S T R I C T T E N

Existing Land Use

<u>Category</u>	<u>Acres</u>	<u>Percent of Developed Land</u>
PRODUCTION		
Durable Manufacturing		
Non-Durable Manufacturing		
Manufacturing Services		
BUSINESS		
Primary Retail	.8	42.0
Secondary Retail		
Convenience Retail		
Wholesale	.8	
SERVICES		
Consumer	.3	16.0
Professional		
Business		
SOCIAL AND CULTURAL		
Schools		
Churches		
Libraries		
Recreation		
Health and Welfare		
RESIDENTIAL		
TRANSPORTATION		
Streets	.8	42.0
Railroads		
Terminals		
VACANT		
Land	N.A.	
Buildings		

Gross Area (Open Ended)
 Developed Area 30.1 Acres
 Percent Developed N.A

D I S T R I C T E L E V E N

Existing Land Use

<u>Category</u>	<u>Acres</u>	<u>Percent of Developed Land</u>
PRODUCTION		
Durable Manufacturing		
Non-Durable Manufacturing		
Manufacturing Services		
BUSINESS	1.1	3.7
Primary Retail		
Secondary Retail	1.0	
Convenience Retail	.1	
Wholesale		
SERVICES	17.9	59.4
Consumer	.9	
Professional	17.0	
Business		
SOCIAL AND CULTURAL		
Schools		
Churches		
Libraries		
Recreation		
Health and Welfare		
RESIDENTIAL	3.4	11.3
TRANSPORTATION	7.7	25.6
Streets		
Railroads		
Terminals		
VACANT		
Land	N.A.	
Buildings		

Gross Area 614.2 Acres
 Developed Area 451.6 Acres
 Percent Developed 73.5

B E A U F O R T (Districts 1 - 6)

Existing Land Use

<u>Category</u>	<u>Acres</u>	<u>Percent of Developed Land</u>
PRODUCTION	35.9	7.9
Durable Manufacturing	27.2	
Non-Durable Manufacturing	8.7	
Manufacturing Services		
BUSINESS	15.5	3.4
Primary Retail	1.5	
Secondary Retail	8.5	
Convenience Retail	5.5	
SERVICES	14.3	3.2
Consumer	5.0	
Professional	7.3	
Business	2.0	
SOCIAL AND CULTURAL	55.0	12.2
Schools	16.1	
Churches	2.6	
Libraries	.8	
Recreation	16.8	
RESIDENTIAL	219.5	48.6
TRANSPORTATION	111.4	24.7
Streets	110.2	
Terminals	1.2	
VACANT	162.6	
Land	161.4	
Buildings	1.2	
TOTALS	614.2	

Gross Area (Open Ended)
 Developed Area 565.0 Acres
 Percent Developed N.A.

FRINGE AREA (Districts 7 - 11)

Existing Land Use

<u>Category</u>	<u>Acres</u>	<u>Percent of Developed Land</u>
PRODUCTION	41.1	7.3
Durable Manufacturing	1.5	
Non-Durable Manufacturing	38.2	
Manufacturing Services	1.4	
BUSINESS	2.7	.5
Primary Retail	1.2	
Secondary Retail	.3	
Convenience Retail	.4	
Wholesale	.8	
SERVICES	18.7	3.3
Consumer	1.5	
Professional	17.0	
Business	.2	
SOCIAL AND CULTURAL	.3	.1
Schools	.3	
Churches		
Libraries		
Recreation		
Health and Welfare		
RESIDENTIAL	111.4	19.17
TRANSPORTATION	390.8	69.1
Streets	29.2	
Terminals	361.7	
VACANT		
Land	N.A.	
Buildings		

Gross Area (Open Ended)
 Developed Area 1,017.9 Acres
 Percent Developed N.A.

B E A U F O R T A R E A (Districts 1 - 11)

Existing Land Use

<u>Category</u>	<u>Acres</u>	<u>Percent of Developed Land</u>
PRODUCTION	77.0	7.6
Durable Manufacturing	28.7	
Non-Durable Manufacturing	38.2	
Manufacturing Services	10.1	
BUSINESS	18.2	1.8
Primary Retail	2.7	
Secondary Retail	8.8	
Convenience Retail	5.9	
Wholesale	.8	
SERVICES	33.0	3.2
Consumer	6.5	
Professional	24.3	
Business	2.2	
SOCIAL AND CULTURAL	55.3	5.4
Schools	22.4	
Churches	2.6	
Libraries	.8	
Recreation	16.8	
Health and Welfare	12.7	
RESIDENTIAL	330.9	32.6
TRANSPORTATION	502.2	49.3
Streets	139.4	
Terminals	362.8	
VACANT		
Land	N.A.	
Buildings	1.3	1.3

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